

May 19, 2026

The Honorable Sam Graves
Chair
Committee on Transportation and
Infrastructure
U.S. House of Representatives

The Honorable Rick Larsen
Ranking Member
Committee on Transportation and
Infrastructure
U.S. House of Representatives

Dear Chairman Graves and Ranking Member Larsen,

The undersigned organizations write to express our strong support for Section 4002 of the in Building Unrivaled Infrastructure and Long-term Development (BUILD) for America's 250th Act which would make needed reforms to the Section 402 and Section 405 Highway Safety Grant Programs. We are deeply committed to reducing traffic-related deaths and injuries and we believe these improvements are essential to ensuring that federal roadway safety resources are used as effectively as possible at achieving that mission.

Crashes and fatalities on U.S. roads remain unacceptably high and the majority of these crashes are caused by unsafe driver behavior. The Highway Safety Grant Programs are critical to improving safety on our nation's roadways. Through these programs, state highway safety offices (SHSO) work closely with local governments, law enforcement agencies, community organizations, and other local partners to improve driver behavior through education, community outreach, and traffic enforcement. These local partners, who often receive grant funding as subgrantees, are indispensable to the success of highway safety initiatives.

Strengthening data-driven decision-making, modernizing safety programs, and reducing administrative barriers can help states and local partners focus limited funds on proven strategies that save lives. Addressing today's safety challenges therefore requires not only continued federal investment, but policy solutions that maximize the return on those investments and accelerate meaningful progress on our roads.

Unfortunately, the current structure and administrative requirements associated with the Section 402 and 405 programs create significant challenges. The complexity of these grant programs and the siloing effect of Section 405 funding has created a significant barrier for local partners to work with SHSOs on safety initiatives. Additionally, the section 405 structure limits grant projects to one focus area inhibiting the ability for holistic safety

programs that more fully address the Safe System Approach. We strongly support this effort to streamline these grant programs and to break down funding silos to make it easier for local communities to access this funding and to support more holistic state safety programs.

Thank you for your leadership and for your continued commitment to saving lives on our roadways.

Sincerely,

Association for Commuter Transportation

Commercial Vehicle Safety Alliance

Family, Career and Community Leaders of America

Governors Highway Safety Association

Impact Teen Drivers

Institute for Safer Trucking

National Association of State Emergency Medical Service Officials

National Association for Pupil Transportation

National Coalition for Safer Roads

National District Attorneys Association

National Sheriffs' Association

Responsibility.org

SAFE's Coalition for Reimagined Mobility

Safety and Advocacy for Empowerment (SAFE) Coalition

Students Against Destructive Decisions (SADD)